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# Nor' West Miner

EDMONTON, ALBERTA

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Vol. XVII

No. 1

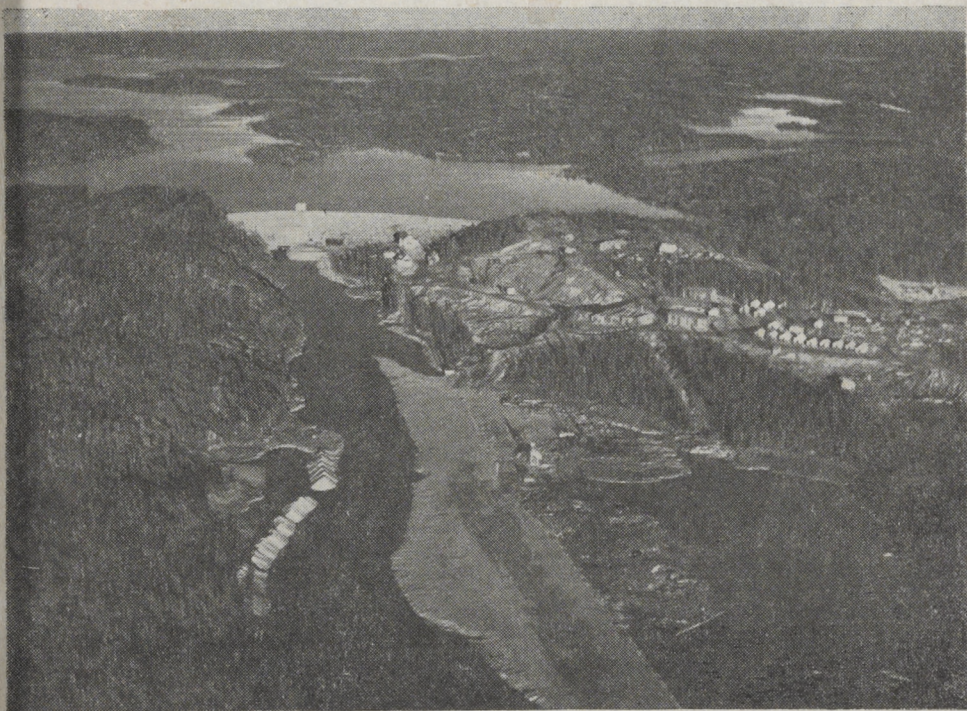
Jan.-Feb.

1949

## THE GOLDEN FLEECE—NEW COLD WAR WEAPON OF 1949?

• • •

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The Snare River Power Plant now ready to help reduce mining costs in the North. This plant built at a cost of four and a half million dollars is designed to serve Yellowknife mines with power . . .

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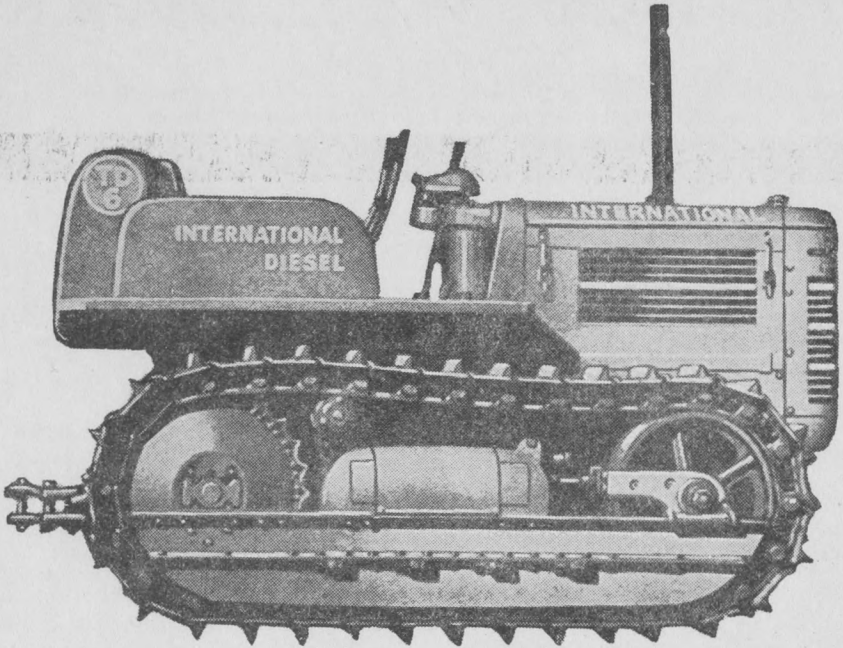
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# THE NOR' WEST MINER

EDITOR—F. S. WRIGHT

Devoted to development descriptive of the North West Territories, Northern British Columbia and the Yukon—Along the Trail of the Alaska Highway.

Published at Edmonton, Alberta—"The Gateway to the Far North and Alaska."

Subscription: \$2.00 per annum, post free. Address: Box 323, Edmonton, Alberta.

## Says the Miner . . .

Rumblings around the ears of the three-man Gas Commission evidently point to the fact that Albertans are not at all agreeable to allow the export of gas from Alberta. Why should they be? Why should it be necessary for the government to appoint a commission of three men who are perhaps not even familiar with all the factors that must crop up if Alberta does export its gas in order to reach a decision affecting the whole future of Alberta.

Alberta is almost in the same position as the State of Pennsylvania as regards possible establishment of industry. It has everything—coal—oil—gas, and even mineral ores within its boundaries. This does not include raw materials available for many other industries.

Cheap power—whether it be derived from electricity, coal, gas or oil is a major attraction for the establishment of industry at any place. Alberta has cheap power.

A few years ago an Eastern writer suggested that within 100 years the capital of Canada would be situated in the Province of Alberta. That within that period the major industries of Canada would be found in Alberta. To reinforce his argument he pointed to Alberta's natural resources.

In the olden days, before there were such things as fences on the cattle ranges of Alberta, it was the custom for cattlemen to

drive the cattle to where the feed was and not to transport the feed to the cattle.

In present days Alberta is making an effort to attract population to Alberta by carrying on a campaign in England for that purpose. Surely the one essential for success in that effort is to be able to tell these people "Come to Alberta, we have a job waiting for you."

Today the farmer grows surplus wheat in Alberta... He has, perforce to export most of it to world markets for the reason more is grown than can be used. Increased population—would—like the rancher's cattle, absorb more of that surplus if there were eight million people in Alberta instead of the 800,000 it has today.

Industry, for example the Ruhr Valley, Pittsburgh and other centres, has located at these points because raw materials and cheap fuel and power have been available. Industry will lose no time in locating in Alberta if it knows that the only way it can get Alberta's resources is by locating its machinery on the spot.

All this goes to show that the day Alberta sells its gas for a "mess of pottage" is the day when it has started to say good-bye to more industries—more population—more wealth. Why take the present potential gas nickel and lost the future industrial dollars . . . ?

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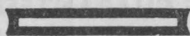
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## THE NEW POWER PLANT

Completion of Snare River Power Plant marks new era in northern mining as to mining costs.

Northern mining development is steadily approaching the day when improved transportation and the provision of cheap and ample power will enable mining costs to be kept down and consequently profits up.

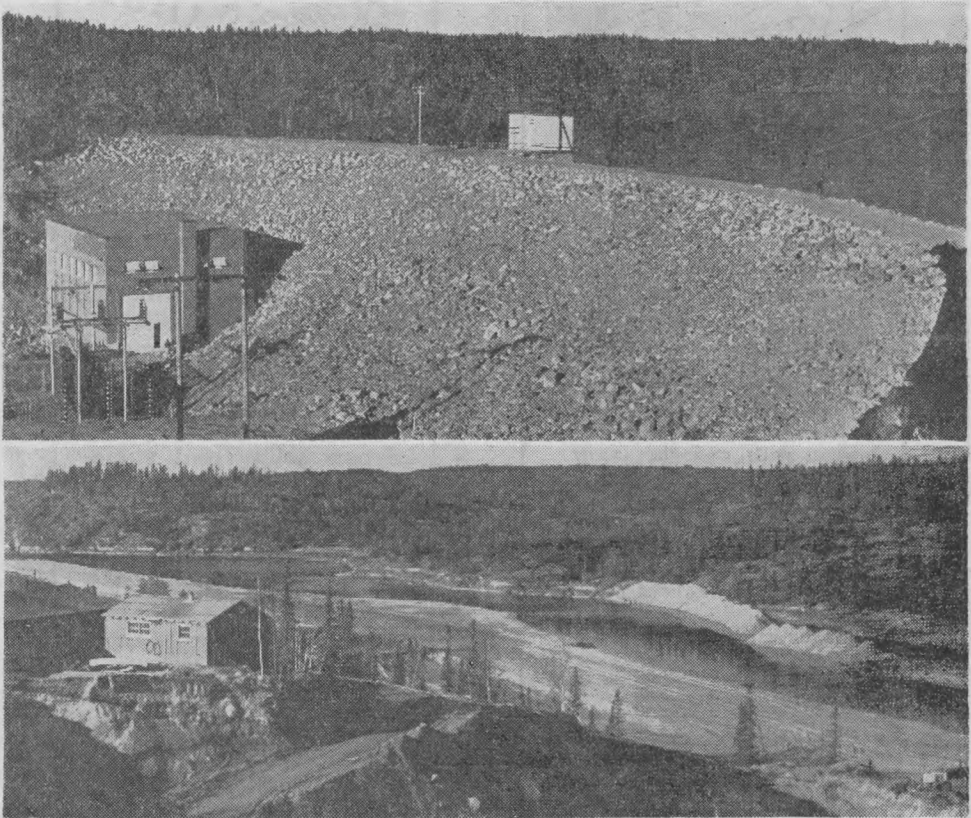
The Snare River power project cost \$4,500,000 to construct and provides 8,350 H.P. which is delivered to the mines over a 94-mile transmission line. It was declared ready for use on October 4th last. It was a Dominion Government undertaking and the provision of this important asset to lower mining costs shows how keen the N.W.T. administration is to assist the development of the North's natural resources.

ing winter, equipment and supplies, including two steel intake gates were hauled by truck over the Grimshaw road to the Lake, over the lake ice, and then on to the power site.

The following years saw more equipment sent in either by water or road, with some of the lighter equipment being flown in.

The contractors were Northern Construction-Mannix Companies, who worked under the supervision and in close consultation with officials of the Dept. of Mines and the Montreal Engineering Company, the consulting engineers.

Only people familiar with conditions can fully appreciate the tremendous efforts



SNARE RIVER POWER PLANT

Top—The Power House and Dam.

Bottom—Offices and camp, showing air runway to right.

To build it required a total of 1,800 tons of equipment, which had to be hauled, by water, by road and by air at least 500 air miles from the nearest railhead. Work was commenced in 1946 and during the follow-

which were required to transport the machinery over the long trail north, without loss or mishap. It required the utmost in careful planning, in every phase of its transit as any piece lost meant long delays





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before replacements were possible.

Construction data shows that the power plant cost approximately \$3 millions. The transmission line \$1.5 millions. The main dam is 800 feet long, width at base 420 feet, height 73 feet. The spillway dam has a concrete sill 200 feet long with flash board support columns. A sideway retaining dam beside the spillway dam is 280 feet long, 25 feet high. A similar dam is also built about  $\frac{3}{4}$  of a mile from the spillway dam.

The headgate—14 by 18 feet built for a 62 feet head was made by the Dominion Bridge Company. Headgate structure is concrete 70 feet high with electric gate hoist for main gate.

Tunnels are 16 feet 5" by 16 feet 5" through rock 136 feet in length. Main tunnel. And 4 feet by 6 feet through 180 feet of rock for small tunnel supplying station standby.

Penstocks—large one 13 feet 6" diameter by 40 feet— $\frac{3}{8}$ " steel. Small one 3 feet in diameter x 72 feet x  $\frac{1}{4}$ " steel

Draft tubes—discharge end 28' 9" across. Centre line of turbine to bottom of tail race 24'. Centre line of turbine to downstream end of tube 38' 6". Rated horsepower is 8,350 H.P. Flow is 1,500 cubic feet a second to produce 88% efficiency. Has a 56' head. Power house is steel beam, concrete construction 75'x45'x37', heated by electric boiler and steam radiators.

The following firms supplied materials etc.: Main turbine built by S. Morgan Smith Canada Limited. Main generator built by Canadian General Electric Co. Ltd. Small turbine built by Chas. Barber and Sons. Switchboard and gear by Canadian General Electric Co. Limited, also transformers. Power house crane by the Whiting Corporation. Transmission line built by Giant-Yellowknife Gold Mines Ltd. and Gowganda Timber Co. Sub station at a point three miles north of Yellowknife steps down power from 115 K.V. to 33 K.V. for delivery to consumers.

The plant is to supply power to mines at lowest possible cost and is planned for extension to a total capacity of 30,000 H.P. as conditions warrant. Charges for power are designed to show a profit whilst maintaining reasonable and satisfactory power rates.

Snare River is the second power plant serving the Yellowknife, Consolidated Mining and Smelting Co. Ltd. completed a

4,700 H.P. hydro electric plant at a cost of \$600,000 in 1940. This plant has a transmission line 21.8 miles long serving the Con-Rycon-Negus and Ptarmigan mines and Yellowknife town.

## WE ALWAYS HAVE OUR PESSIMISTS

Discussing "Arctic Possibilities and Probabilities," the Montreal "Star," according to Northern Miner, has little good to say for these prospects. It says, "It may kindle the imagination but it will even more trouble dreams."

It is not hard to visualize the Editor sitting in a luxuriant armchair, with the usual "clean desk" of the executive wondering what all this northern publicity is about. It is not hard for him to conclude that development of ports as Churchill, Prince Rupert and a shorter route across the continent will not be good for Montreal and its stranglehold on Canada's progress and prosperity. Naturally he must get jealous and in addition he has to, as a good newspaperman, obey his master's voice. So he comes out with the hammer.

It would be a pleasant surprise for him if he suddenly was wafted into the far North and could see for himself what's happening north of 53. A view of a thriving mining community at Yellowknife—with its gold production, its potential base metal production—the north's oil, timber and even agricultural lands might do much to enlighten him. Then a glimpse at the fishing industry—just two years old—established on Great Slave Lake might add to his surprise, especially when his Eastern friends have been advised that this lake will in years to come produce more fish for export than all the other fishing lakes of Canada.

A trip over the new highway to Great Slave Lake from the Peace might help to round out the picture, combined with one of the vast areas of undeveloped lands down the Peace River to the North. Will he come back with a change of views? Perhaps—but always remember it is easy to be pessimistic but it requires vision and energy to become an optimist. How can anyone be optimistic if he is suddenly transferred from his sanctum in Montreal and has to face the present pioneer conditions of the North. It cannot be done. He should turn over his editorial chair to a northerner for a short time to get the real story of the North over to his readers.



# THE GOLDEN FLEECE—NEW COLD WAR WEAPON

This article on the use of gold as a cold war weapon merits attention from all interested in a free market for gold.

By B. F. PITMAN, Jr.  
San Antonio, Texas

If we are to win the battle of ideologies now being fought abroad, a solution of the manifold social, economic, and political ills of Europe must be found. The cure is really incredibly simple, but it may take time. What is this panacea? The U. S. must immediately restore free and unrestricted convertibility of its currency into gold. All Europe will eventually follow our example, and the obstacles to recovery that now seem insurmountable will soon correct themselves. A permanent reconstruction of those troubled countries will strengthen our prestige and greatly minimize the possibility of a shooting war with Russia.

With a few notable exceptions, Europe is literally suffocating with a deluge of inconvertible fiat. Intra-European trade among private individuals is becoming progressively more paralyzed. The restricted exchange of goods is largely carried on through hybrid barter arrangements or handled by governments themselves or state agencies. The cause: A lack of any universally acceptable medium of exchange and standard of value.

Valiant attempts have been made to correct this condition. Former French Premier Schuman, for example, managed—significantly over vociferous Communist opposition—to restore a free (internal) gold market. The results were encouraging. Farmers willingly brought their hoarded foodstuffs to market, accepted paper francs in payment, and hurriedly exchanged the paper for Napoleons (20 franc gold pieces), U.S. 20 gold pieces, or other gold coins or gold bars. To be sure, their farm products were largely sold on the free (black) market, but almost overnight the total supply quickly expanded. Moreover, the acreage in cultivation was appreciably increased. As a result, the present available food supply is, despite unseasonable summer rains and bad harvesting conditions, practically up to pre-war levels. The magic of gold, that unused cold war weapon possessed in relative abundance by the democracies, which the Communists dread almost as much as the atomic bomb. The managed economy zealots are perplexed at what has occurred in France, and attempt

to give credit to some of their own complex state-planned alchemy. But the true answer is hard money—gold. It is so simple, and the essence of true free enterprise. There must be a reward of permanent and universally accepted value for expended effort.

The direct benefits of the free (internal) gold market to the 40,000,000 people of France, and the resulting indirect encouragement to all Central Europe, have been partially nullified by four retarding influences:

1. The obdurate refusal of the U.S. to restore ownership of gold to its citizens, thereby completely blocking an international return to a gold standard.

2. The determination of the bovine Bretton Woods twins, with the full support of Secretary Snyder, to cling to the fallacy that Fort Knox gold is only worth \$35 an ounce, when literally the entire world is scrambling for the limited amounts elsewhere available at from \$45 to \$100 an ounce.

3. The free French gold market is only internal. That is, the precious metal may not be legally imported or exported, hereby restricting its general use and acceptability.

4. Rationing, intolerable taxation, and other familiar forms of regimentation still stultify economic forces working toward recovery.

The first two deterrents are of paramount importance. They are our responsibility. The whole world expects the U.S. to set an example. What are we doing about it? Planning the national economies of the Western European nations for them; bribing nations to remain (ostensibly) capitalistic; making gifts; loaning money; sending machinery; swamping our potential European allies with our technical advisors, many of whom, incidentally, are tinged with managed economy ideologies and political beliefs which are, putting it mildly, the antithesis of old fashioned free enterprise.

All our idealistic, desultory efforts are failing in one glaring respect. We have not supplied the incentive to make the people of Europe want to go cheerfully and per-



manently back to work to help themselves. We are preventing, inadvertently, perhaps, the people of Europe—as well as our own—from receiving durable, hard money. Pay people with gold and they will strive mightily... Moreover, if workers are paid in wages that have a constant purchasing power, they become capitalists to a degree and the lure of Communism, which after all is a negative political philosophy, will soon be dispelled.

It is difficult for the American people to realize how pitifully inadequate any form of money except gold is to the people of Europe. Up until the shameful, Roosevelt-conceived repudiation of 1933, the U.S. dollar had been through the years an honest, stable unit of currency. Our money could, at will, be exchanged for gold coin or bullion. From generation to generation we naturally accepted it as constant, inviolate, and permanent. Those traditions are so firmly fixed in the consciousness of our people that they have continued even after our money became no longer redeemable. Only recently has the dollar displayed the full effect of the 1933 devaluation. Few Americans realize that \$20 gold pieces readily sell for \$50 and more in U.S. currency in the free markets of the world. Idealists that still think the almighty dollar has not been affected by the 1933 devaluation need a jolt to their complacency. The financial columns of European newspapers daily carry the quotations on all well known gold coins, including those of the U.S. It is a fact that in Zurich, Paris, Brussels, Lisbon, and Tangiers \$20 gold pieces bring from \$45 to \$55 in U.S. bills. In the free and "black" markets of Eastern Europe, the Middle East, and the Far East, they bring up to \$100. Clearly, we, too, have been fleeced, but the inflation scourge has as yet touched us only lightly. By comparison with the ravages of the printing press money of France, Germany, and China it goes almost unnoticed.

Unlike our money experiences, the people of Europe, and a large part of the rest of the world, have been repeatedly betrayed. Time and again most European currencies have been debased and "clipped" until today the Europeans quite understandably completely mistrust any paper money. As an illustration, many of the thrifty men and women of France have gold in their sugar bowls and buried in their back yards. When France decreed that gold must be surrendered for bills, as we did in the U.S., the Frenchman merely shrugged and dug a

deeper hole to bury his gold coins. His mental processes were not unlike our own during prohibition. Today he may bring them out of hiding and freely and legally exchange them for paper currency at 200 to 1. For each earth-stained 20 franc gold piece he gets 4300 francs in currency. Small wonder that the French utterly lack confidence in any kind of paper money. This bit of modern financial history also explains the saying that "France is poor, but the French people are rich."

Europe is apathetic. The devastation of two wars has left it impoverished. A transference in the way of capital goods will be helpful; but above all, it needs its faith in democracy and the capitalistic system restored. In order to provide the help which they well deserve, and our self interest dictates, we must first understand their problems. Their social and political difficulties are lineal descendants of their economic turmoil. All stem directly from one supreme evil—inflation. It is axiomatic that inflation and Communism are hand maidens. To drive a nation into Communism the number one rule in Russian procedure is to destroy the value of that country's money. We are politically battling collectivist ideology for high stakes—to avoid the annihilation of our sons in another war. The inroads of Communism can be arrested by a return to hard money. Wheat, paper dollars, bookkeeping entries, or cigar coupons will not do the job. We cannot stop or even arrest world inflation—and Communism—including our own, until we restore gold to the rightful owners, the individual citizens.

Can we look beyond France and get additional proof? The Brazilian government is reported to be planning to mint gold coins. The object is to stimulate confidence in Brazilian currency. Then there is Greece. According to the governor of the Bank of Greece, "the amount of gold now circulating in the country has reached extraordinary proportions per head of population." A large range of business transactions are made in gold.

Most conclusive of all is Germany. Here the cold war is patiently being fought with currencies. The struggle of the Eastmark and the Westmark, both irredeemable, one backed by the U.S., one by Russia. Both countries have large gold hoards, ours probably much the larger. But the German people, whom we expect to strengthen our western bloc against Communism, are unable to get a grain of gold for either cur-



rency. What kind of effort can be expected when the reward is in cigarettes, watches, or ration coupons? To be sure, the Germans well deserve their punishment, but our own selfish best interest is to rebuild their morale and bring them back at least to where they are self-supporting. Here again hard money is the answer. If we don't supply it, maybe Russia will. A recent article in the Wall Street Journal is entitled "New Soviet Mystery: U.S. Officials Puzzle Over Russians' Rush To Build Up Stockpile of Gold." There shouldn't be anything strange about that. The Russians know that gold, despite the unsupportable claims of the managed money disciples, will still buy everything necessary for war or peace. Are the Reds outmaneuvering us financially, as well as politically? They know full well that the economic recovery of Europe can only be effected through a revival of the will to work. This urge will come along as soon as the reward is available.

At the present time it is clearly indicated that the Russians are not outmaneuvering us in the cold "monetary war." Chaos, not economic recovery, serves their purpose. They are merely letting our own perversity do their job for them. Even if the Russians were so minded, their gold reserves are probably not yet adequate to put gold coins in any quantity in circulation. Furthermore, such a move would weaken the complete domination they now hold over their satellites. The possession of gold by the individual creates independence and security. Individuals are less servile and dependent on the state. Plainly, the Russians want to avoid at all costs such a "calamity." Equally, clearly, the U.S. should move heaven and earth to bring about this desirable condition. Isn't it worth scattering a few million—or billion—ounces of Fort Knox gold around

Europe to win the "cold war" and to prevent the third soaking of foreign soil with the priceless blood of our manhood, not to mention the preservation of democracy at home and the avoidance of the incalculable monetary cost which war, or even preparedness, brings?

If the U.S. will go back on a gold standard and put gold coins in circulation in Western Germany, the following results of transcendent importance will be achieved:

1. The people of Europe will swarm on the golden handwagon of the western bloc.
2. Russia, unless it followed suit, which as explained above, would be contrary to its known policies, will lose its allies.
3. The despair that is so evident in many parts of Europe will be replaced by hope.
4. Hard money will bring about self-reliance and independence, morale will be restored and the threat of Communism will fade and die.
5. Without allies, the power of Russia will be greatly reduced, and the danger of war minimized, if not permanently eliminated.

War with Russia in the near or distant future, and the resulting further regimentation of the U.S., is not inevitable. If the man on the street and the mothers can be made to understand that, with the means at hand, it can probably be prevented, the voice of an aroused people will force Congress to act.

Mother: "Do you like your new governess, sonny?"

Son: "No, Mom, I hate her. I'd like to grab her and bite her on the neck like Daddy does."

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# THE TRANS-CANADA HIGHWAY

At the historic meeting of provincial road planners with the Dominion Government concerning the question of a Trans-Canada Highway, the following brief was submitted by the Government of Alberta. This brief gives first hand information concerning the condition of the various routes through Alberta.

## The Brief

1. That the immediate construction of a Trans-Canada highway is necessary and of the utmost importance to the entire dominion for the following reasons:

(a) A coast-to-coast highway linking all the provinces of Canada is essential to our national economic and industrial development. In this modern age the need for linking the provinces and the major urban and rural communities of Canada with fully adequate truck and automobile transportation facilities is as vital and acute as was the need for joining the provinces by rail in the earlier days of the dominion.

(b) The national value and usefulness of the north-south provincial highways linking Canada with the United States will be greatly increased once these north-south provincial highways are linked together by an adequate east-west Trans-Canada national highway.

(c) A Trans-Canada highway obviously is necessary if Canada is to gain maximum benefits from the country's tourist business potentiality and further the present necessary efforts to conserve U.S. funds. Such a highway would permit Canadians to travel by road from one part of the dominion to another without the necessity of entering the United States and would be a major incentive for visitors from the United States to lengthen their Canadian tours. Both of these factors would do much to relieve Canada's adverse balance in the matter of United States dollars.

(d) The completion of a Trans-Canada highway without delay is vital to an adequate program of national defence.

(e) The increased inter-provincial commerce and travel which a Trans-Canada highway would stimulate and make possible would make an important contribution to the national unity of the Canadian people.

2. That the cost of constructing a Trans-Canada highway should be borne by the people of Canada as a whole through the dominion government for the following reasons.

(a) A Trans-Canada highway is a project national in scope, serving the national interests of the Canadian people as a whole

rather than those of any one province or group of provinces.

(b) Provincial and municipal government already are faced with excessive expenditures, frequently beyond their capacity to meet without incurring increased public debt, due to the fact that at the present they are required to construct and maintain practically all highways and roads without financial assistance from the dominion government even though these highways serve national as well as provincial and local interests.

(c) The construction of national highways by the national government already has been recognized as a sound principle in the U.S., where it has not only been implemented but its application extended to include federal aid in the construction of state highways which also serve the national interests.

3. That the provinces should extend full co-operation to the dominion government in making possible the construction of a Trans-Canada highway without further delay, particularly in respect to providing technical or other information in possession of the provinces which would assist in the selection of the most advantageous trans-provincial route and which would speed the actual work of construction.

## Select Route

4. That the selection of the route of a Trans-Canada highway should be determined with the utmost care in order to ensure its maximum usefulness in the future as well as the present.

(a) The most careful determination of the most desirable route should be secondary to a definite decision at this time to proceed immediately with the construction of a Trans-Canada highway.

(b) The route chosen should be that which serves the best interests of each province and of Canada as a whole taking into consideration the probable future national growth and development and with due regard to engineering factors which must be taken into account in actual construction.

(c) In determining the route through each province due consideration must be given to factors pertinent to determining the best route in adjacent provinces.



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(d) With respect to several possible routes through Alberta the following data is submitted at this time for the purpose of information only.

**Alberta Provincial Highway No. 1**

Walsh to Banff Park Gate, via Medicine Hat and Calgary. Distance of 302 miles. The condition of this route is at present: Walsh to Medicine Hat to Bassano—gravel road, third class.

Bassano to Gleichen—new grade under construction.

Gleichen to Strathmore—new grade and gravel.

Strathmore to Banff Park Gate—bituminous surface.

**Alberta Provincial Highways**

**No. 1 and No. 3**

Walsh to Crowsnest, via Medicine Hat, Lethbridge and Macleod. Distance of 245 miles. The condition of this route is at present: Walsh to Medicine Hat—low type bituminous. Medicine Hat to Taber—first class earth and gravel.

Taber to Pincher Creek via Lethbridge and Macleod—bituminous.

Pincher Creek to Crowsnest—earth grade and gravel.

**The Yellowhead Route**

Lloydminster to Jasper Park Gate. Distance of 360 miles. The condition of this route is at present: Lloydminster to Edmonton—gravel surface.

Edmonton to Seba—bituminous.

Seba to Jasper Pak Gate—first class gravel.

5. That the type of construction throughout the entire length of the Trans-Canada highway should meet with a strict minimum standard.

**6. General.**

(a) In addition to the construction of a Trans-Canada highway the government of Alberta maintains that a reasonable measure of financial assistance should be given the province by the dominion government in the construction of main arterial highways within the province where such highways

**COST OF DRILLING AN OIL WELL**

The high cost of finding oil is fully illustrated by the fact that to drill a well to a 8,000 foot depth costs around \$135,000. This cost is irrespective of the cost of obtaining oil leases, seismograph prospecting and other location costs.

The derrick alone will cost around \$5,000. To this must be added drawworks \$36,000, engines \$51,000, mud pumps \$29,000, Kelly \$1,200; swivel \$3,000, hook \$3,600, travelling block \$3,900, rotary hose \$900, crown block \$3,300.

Add to this cost the labor cost and it can plainly be seen that anyone starting to drill holes for oil must have a ready supply of cash to start with. And it should not be forgotten that perhaps this enormous expenditure may result in a "dry hole."

(1) form essential connecting links between the Trans-Canada highway and the U.S. and/or Alaska.

(2) link the main rural and urban centres of the province with the Trans-Canada highway or otherwise serve to an important degree the national as well as provincial interests.

(b) The following general data is submitted for the purpose of indicating the present status of highway and road construction in Alberta's rural areas and leading urban centres.

Pop. of Alberta .....	822,000
Area (square miles) .....	255,285
Total miles reserved for road allowances .....	143,805
Total miles of Rural, M.D. and Improvement District Roads—	
Earth .....	42,684
Graded .....	24,790
Gravelled .....	8,666
Total .....	76,140
Total miles of main highways—	
Earth .....	477
Graded .....	221
Gravelled .....	3,258
Asphalt .....	646
Grand Total (miles) .....	80,742

**Miles of City Streets**

City	Paved	Gravelled	Other	Totals
Calgary .....	71	150	454	675
Drumheller .....	6.50	0.75	2.75	10
Edmonton .....	74	165	591	830
Lethbridge .....	23	42	4	69
Medicine Hat .....	28	40	7	75
Red Deer .....	2	24	11	37
Wetaskiwin .....	0.47	9	15.28	24.75
	204.97	430.75	1,085.03	1,720.75



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# STERN-WHEEL SAGA

By S. C. ELLS

During the earlier exploration and subsequent establishment of settlements in North America, inland water routes constituted a decisive factor. As bateaux superseded canoes and as, in turn, wood-burning stern-wheel steamers superseded bateaux, pioneers of the "great migration" pushed ever further up navigable streams. And in this general pattern during many years of the 19th and 20th centuries, stern-wheelers played a mighty part.

When the stirring saga of the steamer is adequately recorded, it will stand as a tale of compelling human interest, of unsung heroism and of high endeavour. During the early decades of the 19th century it will record great engineering triumphs. During subsequent years it will stand as a tribute to stout captains, to resourceful engineers and to skilled pilots,—to men who took an intense pride in themselves, in their skill, and in their ability to accomplish the seemingly impossible. From its pages will emerge pictures of great northern rivers surging through black walled canyons or sweeping through seemingly endless miles of virgin wilderness; of vast plains,—where countless buffalo still roamed,—sweeping westward to snow capped mountain ranges; of the waters of broad lakes fading out in distant horizons. And in fancy one will hear the labored breath of steam breaking the "long silence"; the voice of shrill whistles bringing renewed hope and courage to dauntless pioneers,—to the untameable men and brave women who laid the foundations of the Empire of the West. Remote from the amenities of established communities, in primitive sod cabins by lonely lake or unchartered winding stream, they faced the bitter cold of long winter months and toiled through the blazing heat of summer days. With the coming of spring and open water, they watched with almost desperate longing for the appearance of the first river steamer,—vital link with the world of other days!

There's a river boat a-wooding up beside  
a muddy bank,  
Safety valves a-screaming; now they're  
hauling in the plank  
And the great wheel starts a-churning,—  
she's a-shaping Destiny,  
A-heading up the river through an empire  
yet to be.

She's a-heading up the river; the labored  
breath of steam  
Echoes from bench and woodland along the  
winding stream,  
And anxious hearts are waiting where  
lonely cabins stand,—  
Where wood-smoke marks outposts of men  
across a lonely land.

Now she's whistling for a landing,—she's  
a-coming 'round the bend,  
She's a life-line in the wilderness,—and  
pioneers true friend,  
And she shares the conquest of the land  
with matron, man and maid,  
Who fight with sickle, axe and plow, stout-  
hearted, unafraid!

\* \* \*

But with the passing years, lengthening shadows of new and lusty rivals,—transportation by road and by rail,—are stealing across quiet lake and swirling stream. The old familiar beat of splashing water-wheel, the old familiar cry of "S-t-e-a-m-b-o-a-t a-comin'" is dying away into silence; the sun is slowly setting on the hey-day of the stern-wheeler. The glory of the river boats is on the wane; gallant souls of a gallant brotherhood are passing on.

But the story of the stern-wheeler will not soon be forgotten!

## POLAR BEAR MEAT

According to a report published in the "Arctic" magazine, official organ of the Arctic Institute of North America, there is danger of food poisoning when polar bear meat is eaten. It is stated that many samples of this meat have been found to be infected with trichinae, which is a disease that sometimes occurs in pork.

A German party in 1943 on Franz Joseph Land after consuming bear meat became ill. The party consisted of ten men and all became sick and had to be rescued by plane. Many of them were hospitalized for several months.

The report states that all Norwegian Arctic stations have been warned of the danger of eating infected bear meat. Of seven samples examined from different bears shot in Svalbard, all contained trichinae.

"Head for the roundhouse Rosie—he'll never corner you there."



## IS VANCOUVER TO "HOG" IT ALL?

Ten Governments—seem to have agreed to disagree as to when this highway shall be built—where it shall be routed—and who will pay for it?

Ottawa and the Provincial Governments have, by this time, been told good and plain that the ordinary Canadian is fed up with the idea that the question of building a Trans-Canada Highway across Canada should meet with any opposition.

The decks have been cleared as far as public opinion is concerned. It is now up to the governments to quit their little political maneuvering and get down to business.

What route is to be selected? The best, of course, for a Highway which can have feeder highways running into it from the North and South. The Yellowhead route cuts through the centre of the Provinces west of Winnipeg, so why even consider a route that practically parallels the American-Canadian border line?

The cost of it? The provinces concerned have all plenty of income from motor and gas revenues, with the added revenue that Alberta has from its oil resources, and surely, each province can assume part of the financing of the highway, if Ottawa agrees to put up half the cost.

British Columbia is jealous over its status concerning Mount Robson Park, through which the highway would run. It appears that British Columbia is afraid that a road through the Park will destroy its natural features, so it says, "We will not throw it into the adjoining Jasper Park." Why not? What difference does it make if this park is opened up by a highway running through it? The only people who might object are the railway people, who vision lost business.

Is there anything more absurd than suggesting that a Canadian Highway cannot pass through a Provincial Park? It looks as if B.C. officials have been busy reading European history and have considered that a "corridor" through its territory will destroy its sovereign rights? Canada is not Poland.

The Trans-Canada Highway question fully illustrates the folly of Canada having ten or more governments, each so imbued with its own local importance as to wish to ape the Balkan States. The sooner people wake up to the fact that Canada has too many governments with too much authority and too little vision or even brains amongst

leaders the sooner will Canada avoid such impass as that connected with the building of the Trans-Canada Highway.

Is Vancouver, as usual, to "hog it all," regardless of good for all?

---

### BUFFALO IN ALASKA

From time to time the fact has been mentioned that Alaska is engaged in an effort to establish the buffalo as wild game in Alaska, and that Alberta might also consider doing the same—namely instead of slaughtering numbers each year to keep the park herds down, they should be transported into the foothills west of Edmonton and turned loose, to give big game hunters a chance to hunt the buffalo in addition to other game animals. This was done with elk some years ago and today the elk are plentiful.

The record of how these animals survive and increase in a wild state is interesting. The first were set free in 1928 and amounted to 23 animals. In 1948's recent count the number is stated to be over 300 head. There are now six herds with from 15 to 41 animals in each herd and 47 in smaller herds. They are ranging in the Big Delta area of Alaska.

---

### ALBERTA—AT THE OILMEN'S CONVENTION

Next May a convention of oil interests from all over the world is scheduled to be held at Tulsa, Oklahoma, U.S.A. The last one had an attendance of over 300,000 people—all presumably interested in oil and its many business sidelines.

The Alberta Government in making its bid for American publicity might well consider the establishment of an Alberta booth at this Convention. It could tell the story of Alberta and its oil to oil people, naturally the most interested people and incidentally having perhaps more money than any other class of people in the States. They are born pioneers those people who have made their many millions in oil. They perhaps like to put their money into other things besides oil and Alberta has plenty of investment opportunities that would appeal.

If the Government cannot do it—why not the City's Chamber of Commerce?

## A CANADIAN HIGHWAY COMMISSION

During the recent inter-provincial highway conference at Ottawa, the question of a Canadian Highway Commission, the first essential of continental highway planning was absolutely ignored. It was never even discussed. Why? There are nine different highway commissions in Canada at the present time, each having authority over road planning in the provinces. Would it not be "absurd," from a political point of view, if instead of nine commissions, Canada had only one when it comes to planning major road construction?

The real argument for a Canadian Highway Commission has been fully answered in the United States. There—48 different governments also have 48 different highway commissions, but overall there is a United States Highway Commission which has full charge of continental road planning as regards major traffic routes. None of these States have suffered any loss of either face or anything else by this system and the result is that the United States has many through transcontinental highways whilst Canada has not even one.

## OIL INCOME AND SCHOOLS

The Government of Alberta is now collecting an enormous revenue from oil production in the Province. This is found money as far as the Alberta Taxpayer is concerned and naturally many will suggest that these extra funds, in whole or part, should be earmarked for special purposes.

It has been suggested that part should be earmarked for the financing of a real highway building plan, which now, to a certain extent comes out of gas and motor tax revenue.

A still more worthy object would be the setting aside of a certain proportion of this revenue for schools. Montana set aside some \$2,000,000 from the oil sources and this is what they did with it in 1948. They earmarked 5 per cent of this amount to the credit of the common school permanent fund and the balance was distributed to the school children of the state of the ages between 6 and 20 years. The apportionment amounted to around \$14 a child.

Alberta could well follow out such a plan as regards school aid by setting aside some of this oil revenue for that purpose. It could take the form of increased salary to teachers—more school facilities and housing accommodation for teachers so badly lacking in country districts, and the amount

granted to the children could be in the form of a trust fund which could be drawn upon as required for purchase of books—to finance higher education or to give the child a lump sum, at the age of 21, to either help it get started in industrial life or as a starting fund when getting married.

Sounds Utopian does it not? But why should not the children be the first to benefit from this wonderful source of new revenue Alberta is now receiving and no doubt will receive in still greater amounts over coming years.

## BANKERS AND THE NORTH

Bankers are notably a very conservative class of people. Cold judgment in dealing with financial affairs impels a banker to look at every side of a question before making a statement.

J. L. Carson, President of the Bank of Toronto recently stated:

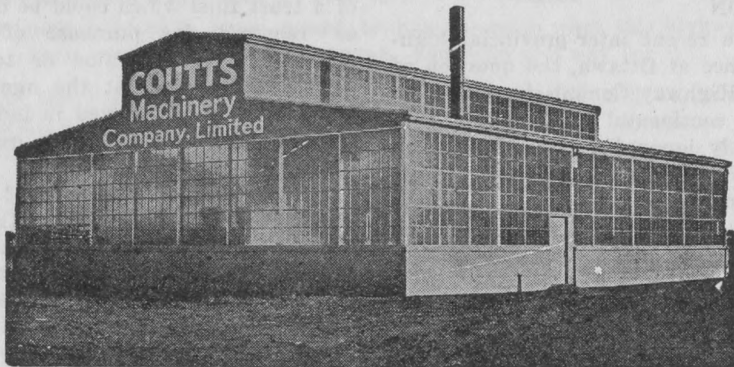
"One of the reasons why Canada can look forward with enthusiasm and even optimism is the possession, in our north country, of a treasure house rich in assets of ore, timber, oil and power. Each year brings to light some new wealth and brings into being some new industries. This opens the path to new horizons, where promotion, capital, technical knowledge and labour are all needed and are all due for reward.

Our forest crop alone yielded approximately 2 billion dollars of value in 1948. Under proper conservation—which should have serious attention of our governments, owners and operators, in ever-increasing measure—Canada's forests are capable of being maintained indefinitely into the future and should rank high in the commerce of the world.

Our mineral production approaches an annual value of one billion dollars—this in spite of the depressed condition of the gold industry, which it is well to remember proved a tower of strength in the depression years. If we consider the oil of Alberta, the iron of Labrador, the titanium of Quebec, the pitcheblende of east and west, and the copper, zinc, lead, nickel and asbestos in various parts of Canada, we have good reason to be optimistic. And as yet we have touched only the fringe of a territory so vast that it makes up roughly 75 per cent of the land and water area of Canada. Of the north itself, no more than ten per cent has been surveyed and mapped."

He does not "pull his punches" in giving his opinion of the possibilities connected with northern development . . .





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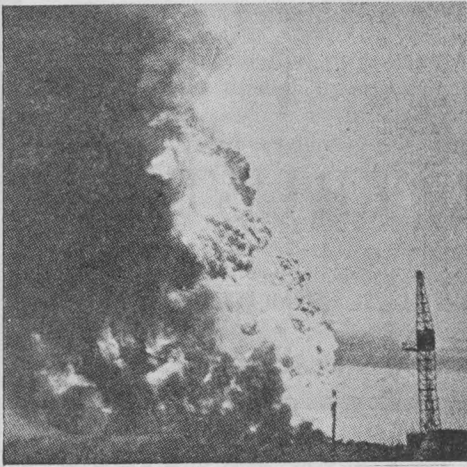
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## SEASON'S OIL SEARCH IN THE NORTHWEST

In 1948 Imperial field parties have continued to probe the wilderness seeking geological signs that might lead to oil discoveries

Another section of the intensive exploration program undertaken by Imperial Oil field geologists has just been completed and the results are now being compiled in reports for future guidance. The reports will consist of information about the geology of western Canada never obtained before because of the remote and relatively inaccessible areas involved.



This year Imperial operated six geological field parties of which five worked in central and northern Alberta and the foothills of the Rocky Mountains and the sixth in the Great Slave Lake district of the Northwest Territories.

These men, in groups of three or four, travelling by canoe, pack train and sometimes by truck and aeroplane, spent months in the wilderness. They have a kinship with Franklin, Mackenzie, Fraser and the other explorers who first penetrated the vast unknown stretches of the northwest. But where the early adventurers were chiefly concerned with geography and mapping broad areas for trade routes and settlement, the task of the field geologist is to gain detailed and specialized information about the regions touched lightly by the map-makers.

Field geology is the first step in the long, patient and costly search for oil. Where oil exists it lies trapped in rock formations far below the earth's surface. The geologist makes his observations and, with his special knowledge, attempts to predict where such formations may be found. Acting on his reports tests by other

specialists may follow and perhaps eventually the drilling which is the final proof whether or not oil can be obtained.

Imperial has conducted almost half of all the field geological work undertaken in western Canada and last spring another group of men was assembled to continue the program working under W. L. Falconer.

The group consisted of the veteran geologists who were party chiefs and of a large number of students from Canadian universities. Of the latter, a few had worked on full-fledged surveys before and the remainder were about to obtain their first experience in the field. Among the universities represented were those of the provinces of British Columbia, Alberta, Saskatchewan and Manitoba; and of Queen's University, the University of Toronto, the University of Western Ontario, and the University of Michigan (Ann Arbor).

The season began with a special course to provide the new men with concentrated knowledge of handling canoes, of living in the outdoors and of the many "tricks" which might be life-savers in the months ahead. It was also planned as a "refresher" for the veteran party chiefs who taught and also learned because instruction was on a co-operative basis and everyone took part in the practical demonstrations.

This "school for geologists" opened on May 17th at Cooking Lake about 20 miles east of Edmonton. Camp was set up in tents; canoes and instruments were supplied; and as far as possible actual working conditions were reproduced.

Lorne Falconer, in charge of all the parties, arranged the general schedule and conducted the earlier canoe instruction. Joe Gleddie and "Doc" Crickmay gave pointers on the operation of survey instruments; Fred Hamilton showed the boys the best methods of handling the "kickers" outboard motors used on exploration canoes—and Harry Reidford and Bill Clemis directed the advanced canoe demonstrations.

The basis of instruction was a special booklet "Geological Field Operations" prepared by Fred McKinnon who planned the course.

"If by nature a man is agreeable, co-operative, and adaptable, and is of at least moderately rugged physique, he will probably enjoy survey life," the text declared.



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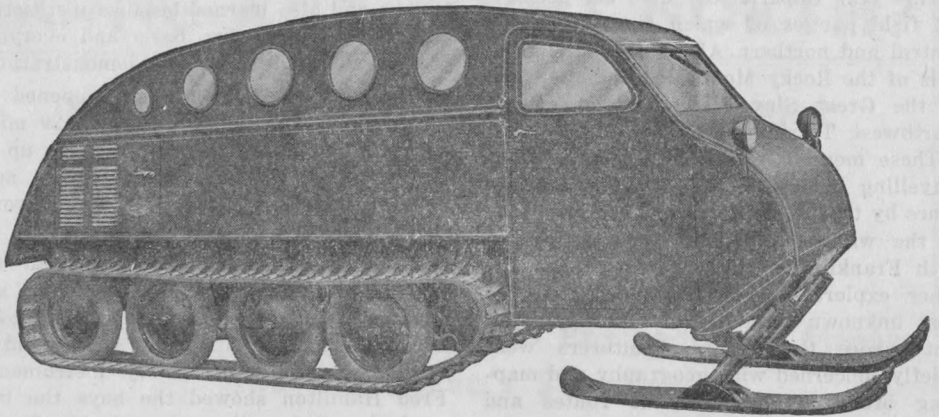
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The booklet supplied details about many phases of survey life: the clothing required; equipment needed; treatment of insect bites; precautions against excessive sunburn; health measures; how to deal with grizzlies and other animals; and many other points.

#### Duties Were Shared

Camp duties were rotated and each man was allotted his share. Special attention was paid to the part played by Company aircraft in exploration. Using a plane assigned to the camp, the men learned how to help in aircraft landing, how to handle airborne supplies, and other similar procedures. During the exercises some men had their first flights.

At the end of each day the men built a camp fire where they met in the evening for an open forum question-and-answer period. Falconer, McKinnon and the party chiefs led discussions.

The early days of the course gave the party chiefs an opportunity to appraise the new men and decide on the best grouping of manpower for the season's work. Halfway through the men were "crewed up" in the groups in which they were to operate.

On the fourth day camp was moved to White Mud Creek where canoe instruction could be advanced on the swift-flowing waters of the North Saskatchewan River. After a further three days the course ended and the parties started their work in the field.

Party Chief Glenn Fox, who had not been able to attend the course, now came to take his men to the outer ranges of the Rocky Mountains along the Alberta-British Columbia border. They moved in with

trucks but later changed to the horses of a pack train outfit.

The Gleddie party also used both trucks and pack train on an assignment in northern Alberta. The Clemis party undertook a variety of jobs in lonely country along several Alberta rivers. It used trucks, pack train, canoes, and at one point a team and wagon. The Crickmay party, engaged in a survey on the Athabasca River, moved by canoe.

The Hamilton party had a tough job on the Clearwater River. The men and their equipment were flown to Descharme Lake in Saskatchewan around June 1st. They then travelled for about 15 days in two canoes down the Descharme River and Clearwater River.

They moved through almost continuous white water for nine days encountering rapids and awkward currents. Just when they were about to reach the point where the survey was to begin, one canoe struck a boulder and broke in half in the exceptionally choppy water.

The men escaped but the loss of the craft, its kicker and some supplies meant they had to postpone the survey. They cached the remainder of the supplies and, with their very light load, made quick time down the river to Fort McMurray. They obtained replacements, worked their way back to the cache and completed their job without further major difficulties.

In this adventure Hamilton lost some personal equipment but a few articles, including his watch in a waterproof container, were found by an Indian and returned.

The Reidford party had the most northern assignment. Its job was in the Great Slave Lake area, above the 60th parallel and the boundary of the Northwest Territories. The party had a working base in the Company ship, the T. A. Link, which is equipped with a galley, two-way radio,

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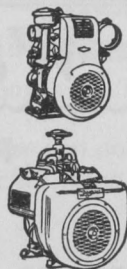
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and accommodation for seven men. The survey operated from canoes; the men returned to the ship when necessary.

In general all six parties had the same objectives and used the same methods. They usually travelled down rivers because the bedrock which supplies basic geological information may be seen especially well in the canyons where it crops out along the river banks. The streams, too, provide a reasonably sure path back to civilization.

The men all lived healthy lives in the outdoors, far from other people. At night they slept in sleeping bags or in tents. Their diet was simple but varied by supplies dropped by aircraft.

#### Use of Modern Methods

Exploration today hasn't changed fundamentally from the methods of the early adventurers. There have been improvements in the instruments but the compass—now the Brunton compass—remains an essential. The geologist also works with his plane table, his alidade for measuring distances and elevations and his slide rule for rapid calculation.

Results, however, have been speeded up by modern refinements. Among them is the kicker that eliminates some of the toil of paddling canoes. Aircraft can transport men quickly to strategic points, returning at intervals to leave supplies, help with reconnaissance, and relieve the isolation. Base camps also are of major assistance.

Statistics prove the value of these improvements. The costs of exploration in the northwest used to be \$6 to \$7 a square mile and only between 10,000 and 15,000 square miles could be surveyed in a year. Now, using half as many men, 50,000 miles can be explored in a year at a cost of approximately \$1 a square mile.

The parties are now back from the north with their supplies of rocks and their notebooks crammed with observations. The students have returned to the universities and the party chiefs will spend the winter compiling reports.

The results are not expected to be spectacular. Perhaps none of the effort expended will lead to the immediate discovery of even a minor oil well, much less a Leduc field. The geologist's task is to obtain information, both positive and negative, and it is just as important for him to be able to say: "That's not the place for further exploration," as to recommend: "Go ahead!"

It is certain, however, that Imperial's field geological activities this year have added to the detailed knowledge of the Dominion. They also have served an additional purpose in providing experience for university undergraduates which is important because Canada has an ever-increasing need for trained geological specialists. The knowledge and the experience will help to develop our country in the future.

---

#### CAPITAL AND SASKATCHEWAN

The penalty the C.C.F. government of Saskatchewan has had to pay for its introduction of new theories and practices in Western government is the fact that capital has been prone to give any development proposition situated in Saskatchewan a wide berth. In a nutshell—capital, not being sure as to what will happen to it when ventured in Saskatchewan has been awaiting events.

A similar condition resulted in Alberta when the Social Credit government assumed power. Outside capital had not a dollar to invest in Alberta. It was scared of new theories, new politics and of investment safety. Alberta, however, after some thirteen years of Social Credit rule has convinced capital it has nothing to fear when it considers Alberta and money is pouring into Alberta for development.

The Province of Saskatchewan might well take a leaf out of the Social Credit book, and from all reports it is doing so. It has to convince capital that some C.C.F. theories are not as bad as opponents paint them. It has already passed legislation favourable to encouraging mining capital to enter the province and has now made new oil regulations protecting petroleum interests with undisputable guarantees over long tenures.

Saskatchewan needs both mining and oil capital and is travelling on the right road when it assures safety of investment, irrespective of political whims . . .

---

"Why did you do it?" asked the attorney of the Texas cowboy accused of shooting up a visiting New Yorker.

"He was making improper advances to our girls," was the answer. "And that wasn't all," he added, "This fellow was not only inviting the girls up to his hotel room but he was offering them double the usual Texas rates. I'll just be darned if I am going to stand by and see a stranger from the east come here and raise prices like that."



## EMERGENCY FOODS IN THE NORTH

There comes a time in the life of most northern pioneers, when unforeseen accident may put a man on the ground, miles away from the grub pile and many an anxious time ahead to keep alive.

That is the time when a good knowledge of what Nature has provided in the North for both man and beast comes in handy. It is true, that with a fishline, one can generally catch fish in almost any of the lakes, but even that may not be so easy at times.

"Edible Roots and Berries of Northern Canada," an Ottawa publication by A. E. Porsild, published years ago is well worth reading.

There is liquorice root, a well developed tap root, as thick as a man's finger and tastes like young carrots when cooked. It is nourishing and the Eskimos, with the aid of a dog obtains his supply by robbing caches which lemming mice have made of the roots. There is also the Louswort root—sulphur yellow in color. Cooked or raw it is sweet.

For greens there is wild rhubarb, resembles rhubarb when cooked. It appears shortly after the snow disappears. Mountain sorrel—leaves and stems are edible—resembles spinach when cooked. Also fireweed, resembles spinach when cooked.

For scurvy—an infusion of twigs and leaves of spruce is a valuable cure for scurvy or its prevention. Also scurvy grass—eaten as a salad. This occurs only along the seashore.

For berries. There is the mountain cranberry, which can be gathered any time of the year. In winter, just scrape the snow away and the berries are still sweet. The dwarf and bog bill berry—ripens in August and is good and sweet. Salmon berry and bake apple berry—both good.

Black crowberry often gathered from under the snow by Eskimos and keep well when frozen. Alpine bearberry. Red bearberry (Kinninkic) are also good and in addition the Kinninkic leaves can be dried and used as a substitute for tobacco. Northern gooseberry, red currants, raspberries, strawberries, supplement the list of edible berries.

Mushrooms and puff balls can be gathered almost anywhere. So far no poisonous varieties have been detected in the North West Territories, but these should be used with care.

Lichens often referred to as mosses are edible and have great food value. Most of them however are acid and may cause severe internal irritation unless boiled or soaked in water before eating. After being soaked—let it dry until brittle, powdering it by either rubbing with hands or pounding it with a stone. If added to a small amount of flour a dough is formed which can be baked into bread or biscuit. Caribou main food are these lichens and in Europe these mosses are harvested commercially and used as winter feed for cattle, etc., etc.

## MINE SAFETY

Alberta's Workmen's Compensation Board reports the lowest fatality record in Alberta coal mines in the past five years occurred in 1948. This compares favorably with the Board's experience as to other industries as in this case the record was higher for the first 10 months of the year than over a like five year period. It is stated that the coal industry record is mainly due to greater safety precautions being carried out.

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Hemstock of Edmonton as to the best means of controlling the settling.

Most northerners will agree that perhaps the best means to be used in correcting this condition is thorough insulation without excavation of the foundations of buildings. That is the surface of the ground should be thoroughly insulated so as to retain the perma frost under the building, without disturbing the top soil.

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## **ATHONA MINES LIMITED\***

Athona has been active during the past fall season and has secured several important new interests in the Northwest Territories and Northern Saskatchewan.

### **Goldfields Area**

The past few months have seen a revival of interest in the Goldfields area of Northern Saskatchewan where Nicholson Mines is engaged in developing several important zones containing high grade uranium, gold, and platinum ore bodies. Eldorado, the government owned company, is active in the field, and recently a new company has taken over the Murmac property.

Athona has retained its original property of 19 claims near the Nicholson Mines, and immediately after freezeup the company sent a crew of men to the area. Two promising groups of claims were staked for uranium, one of nine claims at Ace Lake where Eldorado has large holdings, and one of nine claims at Raggs Lake about two miles northeast of the Ace Lake group; both groups have favorable geology and are located along a northeast by southwest trending fault which is considered to be an important feature of the area.

### **Black Lake Area**

Athona, with associated companies, has secured a favorably located 10 square mile concession from the Saskatchewan government adjoining the important Tobey uranium discovery at Black Lake, Saskatchewan, about 100 miles east of Goldfields. Recently a new company was formed on the Tobey concession, and it has been announced that development will proceed immediately. The Saskatchewan government has also announced that investigation of the possibilities of a potential source of hydro power on the Fond-du-Lac River will be undertaken. This water power is located within five miles of the uranium discovery and is said to be capable of producing up to 100,000 horsepower.

Athona holds a 30 per cent. interest in the concession, and it is planned to place a crew of men on the property in the month of March, 1949, when intensive prospecting will be carried out over the spring breakup. A crew will also be located at Goldfields over breakup to follow up some radioactive indications recently detected on the company's main property, as well as to pros-

pect the new ground recently acquired.

An important feature of this Northern Saskatchewan area is the excellent transportation facilities afforded by an all water route from end of steel at Waterways direct to Goldfields and to Stony Rapids at the east end of Lake Athabasca within 15 miles of the Black Lake uranium discovery. It is expected that a road will be constructed between these latter points. Goldfields and Black Lake are also reached by air both from Waterways, Alberta, and from Prince Albert, Saskatchewan.

### **Great Slave Lake, Northwest Territories**

Athona, with associated companies, has secured, by staking, a block of 132 claims covering an eight-mile extension of the McLeod Bay base metals belt at Great Slave Lake, Northwest Territories, where several large companies, including Hollinger, Noranada, and Mining Corporation, hold groups taken over from MacAvoy interests, containing high grade lead-zinc showings. The Athona stakings cover the favorable volcanics and its contacts of sediments and granite for the full eight miles.

The area lies 130 miles east of Yellowknife, and 15 miles due north of Thompson Landing on the east arm of Great Slave Lake. Athona holds a 20 per cent interest in this group, and plans are being made to place a geologist and prospecting crew on the ground early in the month of March to remain over the long spring breakup period. This season has been found to be the most favorable for prospecting in the far north. Any discoveries made during this period can be advantageously explored by diamond drilling during the following summer months.

The company, in addition to its main property at Goldfields, retains its Rad Group at Great Bear Lake, Northwest Territories, the Pat Group at Indin Lake, Northwest Territories, and hold 1,150,000 shares of Viking Yellowknife Gold Mines Limited, 500,000 shares of Goldcrest Mines Limited, and 5,000 shares of Discovery Yellowknife Mines Limited.

### **Goldcrest Mines Limited**

Since Athona is a large holder of shares in Goldcrest Mines Limited, it is thought advisable to mention here that Goldcrest has also been active in securing new interests.

In the Goldfields Area, Goldcrest has secured a group of claims at Ace Lake adjoining holdings of Eldorado. The geology of this group is favorable for uranium.

\*The information published is from a Progress Report of Athona Mines (1937) Limited, dated Jan. 8th, 1949.

At Black Lake, Goldcrest hold a 30 per cent interest in the ten square mile concession secured by Athona.

At Great Slave Lake, N.W.T., Goldcrest holds a ten per cent interest in the 132 claim base metals group with Athona and associated companies.

Gold crest retains its original properties in Yellowknife, N.W.T., and in the Lightning River area, Ontario.

Both Athona and Goldcrest have finances in hand to pursue an active exploration programme as outlined above.

---

### **GAS IS EXPENDABLE**

Gas is expendable—that is once it has gone it is gone for good. Few people perhaps have considered the effect that export of gas would have on the present coal industry in Alberta, where thousands upon thousands of tons are exported for use to neighboring provinces. Should gas also be exported people in those provinces would not use coal. Eight thousand miners who created some \$36,000,000 in 1947 in new money for Alberta would perhaps not create anymore. Railways would perhaps have no use for thousands of box cars now carrying that coal.

A good illustration of what happens to an expendable resource is a large mining operation which was conducted at Anyox on the Pacific Coast some years ago. This was a copper mine, expendable—as is gas. For years it employed over 2,000 men. Thousands of tons of copper matte were shipped by barge to the Port of Seattle, and from there went over American railways to New York where it was refined. Today that thriving mining town is a “ghost” town. Even the smelter is gone. And what did Canadians get out of it? A small percentage in wages, supplies and a vacant hole in the ground at the end of the story.

It gas is exported from Alberta is it not just as easy to forecast a similar condition?

---

### **BOOKS . . .**

Have you any books you are not using? If so—why not send them to the Yellowknife where a library is being started. Classical and near-classical volumes are especially desired. Simply wrap them up and address them to Ken Razzell, Canadian Pacific Airlines, Edmonton, and they will be appreciated by the school children and others of the Yellowknife.

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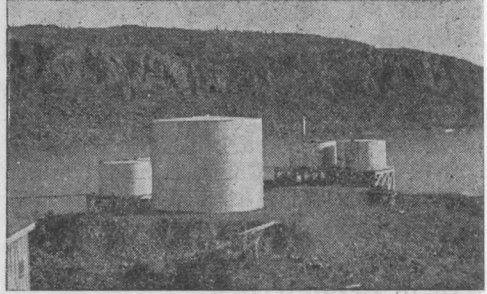
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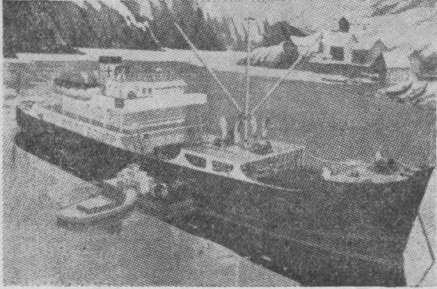
EDMONTON

ALBERTA

## HUDSON BAY COMPANY BUILDING NEW ARCTIC BOATS

The Hudson's Bay Company have two boats designed for Arctic transportation under construction. Both are to be ready for service in 1949.

The "Rupertslund" designed to replace the "Nascopic," which was lost in the



The new Hudson Bay Company's "Rupertslund". Built to replace the "Nascopic" in the Eastern Arctic. It goes into service in 1949.

Eastern Arctic is half the size of the Nascopic. Her carrying capacity is 500 tons. It is of modern steel construction, entirely welded and has two diesel engines developing 300 H.P. each. A new feature built in to the vessel is the propeller housing known as Kort nozzles. These are steel tubes of a special design to increase the thrust of the steamer when steaming forward at slow speeds in ice or heavy seas. They also provide protection to the propellers against ice damage. It will have a crew of 16. Accommodation is provided in this well found vessel for twelve fur trade personnel and ample refrigeration facilities. It is equipped with all the latest aids to navigation. It will make its trans-Atlantic voyage from Glasgow, Scotland, where it has been built, early in 1949.

Another vessel is also under construction at Shellburne, N.S., for use in the Western Arctic, where posts at present are served by MV Fort Ross and the small schooner Nigalik... The new vessel is 140 feet long with a 28 ft. beam and can carry 400 tons of cargo. Power consists of a 450 H.P. Diesel engine. The hull is being built exceptionally strong not only because of ice conditions where she will operate, but also because there are no facilities in the area for removing the vessel from the water at freeze up.

When the vessel is ready early in 1949

she will proceed on her long voyage to the Arctic via the Panama Canal and Behring Straits.

## POLITICS

There will be a Dominion election in the near future and political stalwarts are already girding up their loins for the wordy battle of the sticks. The North, for the first time in its history is to send a representative to the House of Commons at Ottawa. Whilst, by no means, wishing to influence any selection that the people of the North might make in choosing a representative, it might be in order to suggest Mat Berry. He knows his North and the North knows him from the early days to the present.

He was a big shot—a real bureaucrat. A poor citizen asked to see him.

"What do you want to see him about?" queried the information desk.

She got no answer, but he still waited. Soon, out came the boss's secretary. She smiled and said, "Tell me your business. I can look after it for you!" By this time he was madder than a smoked out wasp. "You can do all his business—can you? Well you just tell me what he means by running around with my wife!"

The secretary blushed—went into the sanctum and out rushed the boss.

"What's all this about," he angrily exclaimed.

"Well, said the poor citizen, "I wanted to see you—so had to use shock tactics. They seem to work."

Doctor: "What you need, young man, is exercise. By the way, you have just got married?"

"Just a month today," was the reply.

Doctor: "Well, well—and as I was saying, you need exercise—outdoor exercise."

The old lady was congratulating the young wife who had just presented her husband with triplets.

"How nice for you," gushed the old lady, "and so unusual too."

"It happens only once in a thousand times," replied the mother.

"Heavens," replied the old lady, "How did you find time for your housework,"

Oil Town hotel sign: "Guests are advised to retire between 7 and 9 when all the flies are in the dining room."



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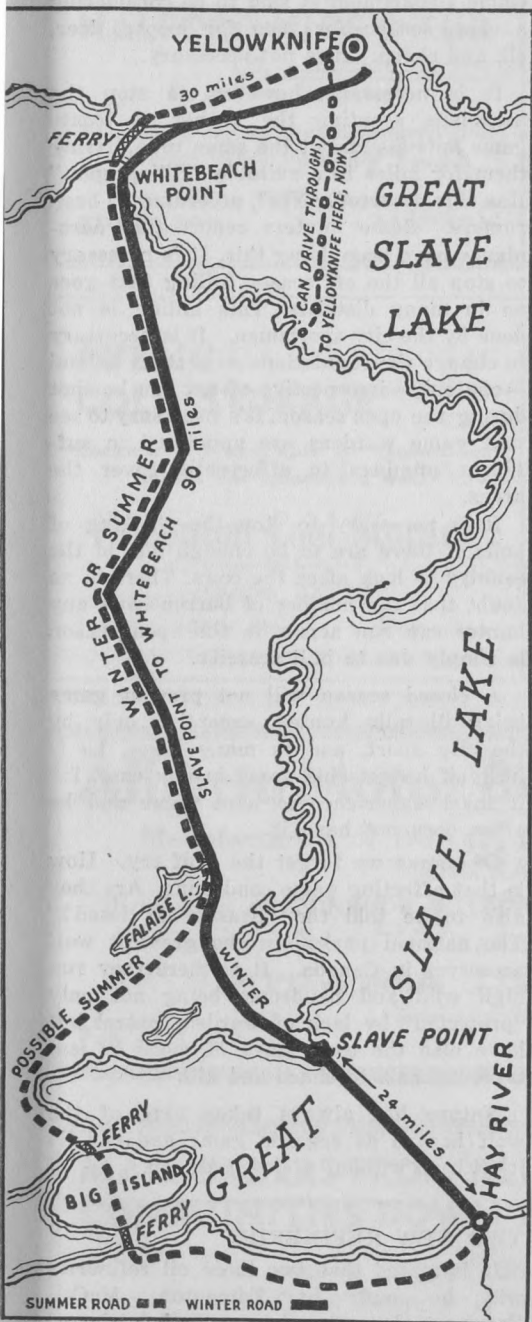
## **NOR' WEST MINER**

**BOX 323**

**EDMONTON, ALBERTA**

## WORK STARTED ON WINTER ROAD

Map shows route of Winter Road from Hay River to Yellowknife now under construction—cost \$28,000.



Work has been started on the winter road connecting the Grimshaw-Great Slave Lake Highway with Yellowknife. The contract has been let to the Bond Construction Company and the work is to be completed by the end of February. This will enable freight to roll into Yellowknife by road right from the railhead at Grimshaw or Peace River. The cost is \$28,000.

The crossing over Great Slave Lake ice has been reduced from some 200 miles to around 24 miles, namely from Hay River to Slave Point. This means that almost all the hazard has been taken out of freighting over the ice of Great Slave Lake.

### THANK YOU, E.R.P.

As a lifesaver for the preservation of Canada-U.S. balance of trade, the austerity effort of the Dominion government looks picayune if compared with the effect the E.R.P. expenditures have had on the Canada trade balance. In December, 1947, Canadian holdings of gold and U.S. dollars amounted to \$461 million. In December, 1948, the same amounted to \$998 million, less \$150 million Canada borrowed in the U.S. during that year. It looks a pretty picture—but it is one that none should get too enthusiastic over, as the major part of these U.S. dollars were received in payment for Canadian exports to Europe, paid for in American dollars, sterling or other European currencies. Be it noted, however, it has postponed the day when Canada must really get down to business and get direct payments for goods exported instead of shipping these goods on taxpayers credit's or U.S. free E.R.P. dollars.

### RECORD EXPORT FROM CHURCHILL

A record of 5,200,000 bushels of wheat was exported to Europe through the Port of Churchill in 1948. The navigation season was officially opened by the arrival of two steamers from England in August. In addition several Canadian Navy vessels also visited Churchill during the season.

### PIPELINE TO REGINA

It is announced that plans are already almost completed for starting building of the \$35,000,000 pipe line designed to carry Leduc oil to the Regina Refinery of Imperial Oil. Work on this project is planned to start in 1950.

A lot of unnecessary conversation can be avoided if you remember that most people will not value your advice unless you are a doctor or a lawyer who charges for it.



## EXPORTING ALBERTA OIL

In September last, President Hewetson of Imperial Oil mentioned the possibility of Alberta oil being exported to the United States notwithstanding the fact that 86 per cent of Canada's oil is still being imported. He said that the notion of supplying Canada first before seeking export markets breaks down when it is considered the great distances the oil would have to travel to reach Eastern markets. For instance it is some 2,260 miles via rail from Edmonton to Sarnia, but it is only 900 miles from Edmonton to the markets in North Dakota. Therefore he said it is better policy to export Alberta oil to nearby American markets, while simultaneously importing oil from the U.S. to eastern markets which are remote from Alberta. This plan gives Alberta oil an opportunity to earn American dollars and the difference in prices between East and West shows that oil exported from Alberta will earn more dollars than oil kept inside the country could save.

## ALUMINIUM TO LOCATE IN BRITISH COLUMBIA

It is stated that two Aluminium industries are to be established in British Columbia at points where ample power will become available. It is added that an investment of some \$600,000,000 will be required to develop 1,000,000 H.P. and to turn out 1,000,000,000 lbs. of aluminium per annum. The two companies are the Reynolds Metal Company of Richmond, Va., and the Aluminium Company of Canada.

The aluminium industry requires two major raw materials—ample electrical power and bauxite ores. One of the largest undeveloped powers in British Columbia is that of the Peace River Canon at Hudson's Hope and it is assumed that this location will receive consideration. In addition deposits of bauxite ore are known to exist on the Highland River, a tributary of the Liard River. What the extent is of these deposits has still to be determined. Ore for the Reynolds Company at the present time is brought in from Jamaica in the British West Indies.

Hudson's Hope as a location is one that can hardly be excelled. In addition to power, it has ample coal reserves of good quality. It is forecast that the establishment of this industry will mean the creation of two cities with a total population of 100,000.

## GAME IN ALBERTA

We knew that there would be some "cure" offered for the poor big game shoot of 1948 and along it has come. The Game Department is said to be considering a close season for 1949 for moose, deer, elk and sheep. It is not necessary.

It is necessary, however, to stop the aeroplane scouting the timber to locate game animals and at the same time driving them for miles to a suitable "killing spot." Has this occurred. "Yes", according to bush rumors. Some hunters report that aeroplanes have been doing this. It is necessary to stop all the off season killing that goes on in many districts. This killing is not done by the city sportsmen. It is necessary to change the regulations so that an animal—one only—irrespective of sex can be shot during the open season. It's necessary to see that game wardens are appointed in sufficient numbers to effectually cover the areas.

It is necessary to stop the shooting of bulls if there are to be enough left in the country to look after the cows. There is no doubt that the number of barren cows any hunter can run across in the open season is simply due to bull scarcity.

A closed season will not prevent game being illegally hunted, excepting only by the city sport, and in many cases, he is lucky if he gets his game in any case, for it takes experience to hunt game and he often does not have it.

Of course we forget the wolf cry. How is that affecting game conditions Are they also to be told the "Season is closed?" The national parks are the greatest wolf preserves in Canada. It is there they run high wild and handsome being not only "protected" by lack of warden control but have also the easy mark of more or less tame animals to chase and kill.

Nature has always taken care of the wolf hazard as regards game and can do it with or without a closed season.

## TWO NEW REFINERIES

It is stated that two more oil refineries will be built at Edmonton. McColl Frontenac has already acquired land and announced plans to immediately start construction of a \$10,000,000 refinery on land adjacent to Imperial Oil Refinery east of Edmonton and now it is stated that the British American Oil Company is also planning to built a refinery at Edmonton.

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## MINES PRODUCTION INCREASES 25 PER CENT

Total mining production for 1948 reached an all-time high of \$806.2 millions for the whole Dominion, showing a 25 per cent increase over 1947.

Increased gold production in the North West Territories made the gross figure \$4,298,089 for 1948 as against \$2,720,988 for the previous year.

In fuel increase Alberta leads the whole of the Dominion with a gross value of \$92,-623,314 as compared with \$67,432,270 in 1947.

It should be borne in mind in considering value increase in metals other than gold, that higher prices have helped to swell the values. In the case of gold, however, it is a different story, the values signify actual production of more metal owing to the fixed price of gold.

Taking the above into consideration it is hard to understand why gold stocks, especially the Yellowknife ones, receive scant attention from would-be investors. There is no doubt that every year will see further increases in Yellowknife gold production as other mines are added to the list of producers.

---

"The train was crowded," said the fellow in telling the story of a trip. "But I was lucky. I had a little compartment all to myself, the only drawback being that the porter locked me in each time we stopped. It was a little more difficult getting a hotel room, but I got one. I won't tell you where I slept, but instead of a key the clerk handed me a nickel."

---

Odd is it not that people who rarely take a drink can finish off a quart when they visit you.

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### The Fastest Growing City of the Dominion

- It is the centre of a \$300,000,000 oilfield (Leduc) with other fields newly discovered also adjacent to Edmonton.
- A \$9,000,000 Refinery already in operation with two more refineries to be constructed in the near future.
- Nearly one hundred million dollars is being expended by one company on oil prospecting, pipe lines and other essentials in the greater search for oil. Other companies are also spending huge sums.
- A new 550-room hotel, together with a 300-room expansion to the Macdonald Hotel (C.N. Railway) emphasizes Edmonton's demand for travel accommodation. Both are assured.
- An expenditure of \$47,000,000 over the next five years is planned by civic administration to meet the enormous demand for service expansion, occasioned by the steady increase of population—now nearly 128,000.
- Northern mining development also centres on Edmonton as its chief supply centre. Edmonton's airfield, largest in Western Canada has over 8,000 airflights a month.
- It is the headquarters for the Northwest Air Command.

From an industrial, tourist and opportunity point of view Edmonton is well worth investigating. It has everything to make a metropolis of the West.

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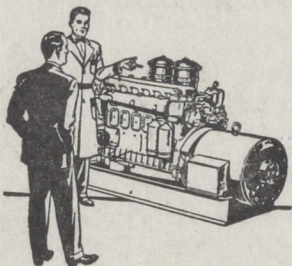
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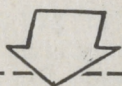
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